	1	CENTRAL INTE	CONFIDENTIAL LLIGENCE AGENO			····
	H	NFORMATI	ON REPO	RT		
OUNTRY	USSR				DATE DISTR. /3 501	y 1954
UBJECT	Problems and Me Maintenance	thods of Road B	uilding and	,	NO. OF PAGES 2	
LACE CQUIRED					NO. OF ENCLS.	50X1
•	BY SOURCE				SUPPLEMENT TO REPORT NO.	50X <sup>2</sup>
ATE OF IN	FORMATION		• •			
OF THE UNITED ST AND 794, OF THE LATION OF ITS CO	NTAINS INFORMATION AFFECTING ATES, WITHIN THE MEANING OF TI U.S. CODE, AS AMENDED. ITS T NTENTS TO OR RECEIPT BY AN UN W. THE REPRODUCTION OF THIS	THE NATIONAL DEFENSE TLE 18, SECTIONS 793 TANSMISSION OR REVE- LAUTHORIZED FERSON 18 FORM IS PROMISSIED.	THIS	IS UNE	VALUATED INFORMATI	ON 50X1

.*			

- 1. It is my opinion that in general the USSR had not overcome the climatic problems which restricted most road building to gravel and earth type roads. Road construction in the USSR in 1941 was not any more mechanized than it was before the Russian Revolution, except that trucks were used in construction work instead of only horses. Mechanized equipment, which consisted of steam rollers, was available only for city streets and such highways as those from Moscow to Minsk and Moscow to Kiev. There were some graders, but they were not used and it was not known how to use them, because there was a lack of sufficiently powerful tractors for road construction work to tow the graders. In Central Asia in 1941 all the roads were still either dirt or gravel, except for a few stretches paved with cobblestones. However, the highways emanating from Moscow were hard surface concrete roads (asphalto-betonii dorogi).
- 2. The main problem of road construction confronting Soviet engineers in Central Asia was lack of mechanized equipment. In the Central USSR, the main difficulty was obtaining the necessary materials. Stone was in short supply and it was necessary to transport it from distant areas. The railroads, overburdened as they were, could not carry great quantities of stone. There was also a lack of sufficient mechanized equipment for road construction in the Central USSR.

## SEE LAST PAGE FOR SUBJECT & AREA CODES

	 Cl	ASSIFICAT	10N	CC	ONFIDENT	TAL					
				DIST	RIBUTION		ORR -	Eν	 T		$\Box$
L	 								 1-	Λ.	$\forall$

CONFIDENTIAL	/110	OFFICTALS	ONT.Y
CONFIDENTIAL	/US	OLLICIATED	CHILL

50X1

. 🚓 - ۱۰۰۰

- 3. In regard to steps taken to provide roads throughout the USSR, the Soviet authorities did not have the incentive to build many roads because there was a shortage of motor vehicular transport.
- 4. Overall planning, by GOSPLAN, for road systems was done only for "government" roads, and some "Republican" routes, not for local roads. "Government" roads were those considered of significance for all the USSR. A "Republican" road would be included in overall planning only if it was thought to have all-Union importance. In this case, the central government would provide the necessary materials, but the local republican authorities would have to pay for them. Local roads in Central Asia were few in number and poor in quality, as were the bridges (there was a great shortage of wood in Central Asia). Local GOSPLANS in the various republics planned roads of local significance. Republican authorities provided the road building materials which they had available, but had to ask Moscow for certain items, such as nails. The "RaiSoviet" (Rayon Soviet) administered the local roads through its DOROTDEL (Dorozhini Otdel--Road Section).
- 5. The Soviet Government had planned to increase greatly the use of trucks for hauling freight, but ran into difficulties. The great number of horses lost during collectivization, the growth of industry, and the neglect of railway construction in the 1930's, were all important factors in increasing very sizeably the demand for trucks. The USSR was unable to come even close to producing the planned amount of trucks and new roads. By 1941 there were only about 550,000 motor vehicles in the USSR. Approximately 420,000 of this total were trucks; the remainder were automobiles. This was grossly inadequate.
- 6. In regard to whether standard methods were followed in road construction, the quality of work in this field was generally so poor that even the government suggested that each contractor attempt to improve methods in any manner he could.
- 7. In regard to road equipment and maintenance of roads, there was no mechanized equipment in Central Asia, except that trucks were used on construction jobs. Occasionally one might be able to borrow a steam roller. Once a "government" road was completed, a "Dorozhniye Upravleniye" (Road Administration) would be created, which hired workers to maintain the road by hand labor. As to maintenance of local routes, bridges on these roads would often be allowed to remain impassable for a month, because of the shortage of wood for repairs.

## - end -LIBRARY SUBJECT & AREA CODES

754.5 754.22 N 754.22 527N 754.11 N 754.32 N 4-6/743.221 N

CONFIDENTIAL/US OFFICIALS ONLY